Public-Private Partnerships in Washington

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P3 Workshop for Planners
July 17th, 2018
Overview

- Washington State’s Approach to PPP’s
- Unique Challenges
- Current Opportunities in the Pacific Northwest Region
Washington’s *PPP Act: Transportation Innovative Partnerships*

**Key Elements:**

- Public sector owner will decide highest-priority projects for PPP development (project registry)
- State highway toll projects must be financed with state bonds
- Legislative approval is (effectively) required for toll projects
TIPP Project Agreements: Critical steps in the approval process

EVALUATION PANEL ➞ TRANSPORTATION COMMISSION ➞ WSDOT ➞ ATTORNEY GENERAL ➞ GOVERNOR ➞ EXPERT REVIEW PANEL

CREATE PROJECT REGISTRY for solicitation

APPOINT ADVISORY COMMITTEE (projects > $300 million)

SELECT PROJECT for solicitation

REVIEW and ISSUE RFP / RBO

RECEIVE PROPOSALS

EVALUATE PROPOSALS

MAKE RECOMMENDATIONS

REVIEW RECOMMENDATIONS

DECIDE WHETHER TO ADVANCE PROPOSALS to negotiation

NEGOTIATE PPP AGREEMENT

APPOINT Expert Review Panel

INDEPENDENT ANALYSIS of PPP agreements

RECOMMENDATIONS to Governor and Transportation Commission

FINAL APPROVAL + EXECUTION of contracts

LEGAL SUFFICIENCY REVIEW

REVIEW and CONSULTATION with Transportation Commission

Washington State Department of Transportation

July 11, 2018 presentation to the Washington State Transportation Commission | Jeff Davis, Director, Transportation Innovations Program
Current Body of Work

- Colman Dock (Seattle) Ferry Terminal
- Anacortes Ferry Terminal
- Kingsgate Park and Ride (Kirkland, WA)
- US Trestle
2 - Key Takeaways

• P3s financed by the private sector allow the spreading of the project cost for the public over a longer period of time.

• Optimizing lifecycle costs, in a well-designed P3 contract, both construction and rehabilitation-maintenance tasks are taken into account over a long period. The contractor is thus able to balance expenditure over the project life and make effective trade-offs between investment, maintenance and operation costs.
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